1982 saw a marked improvement in the collision rate on Alberta's streets and highways.

The total number of collisions dropped to 99,654 in 1982. Fatalities also fell to 502; and there were 2,912 fewer people injured in collisions throughout the Province.

On the surface, these figures look encouraging, even "good". But they are not just numbers, mere statistics. They are important. Because they have dramatically affected the lives of the people involved in collisions. In terms of human suffering the numbers for the 1982 collision rate remain far too high.

This booklet provides a quick statistical overview of Alberta's traffic collision scene; it also describes the "who, what, where, when, why, and how" of traffic crashes. In particular, it looks at collisions involving death, injury, seat belt usage, and alcohol.

We hope that this publication will increase awareness of the need for every Alberta motorist and pedestrian to take responsibility for safety on the road.

For further information contact:

Alberta Transportation
Safety Branch
Planning & Administration
Twin Atria Building
4999 - 98 Avenue
Edmonton, Alberta
T6B 2X3
Tel. (403) 427-7912

TABLE OF CONTENTS

WHAT HAPPENED ON ALBERTA'S ROADWAYS IN 1982? 4

COLLISION RATES PER 100 MILLION VEHICLE KILOMETRES TRAVELLED 1978-82 5

HOW DOES ALBERTA COMPARE TO OTHER PROVINCES 7

WHY DID THE COLLISIONS OCCUR? 8
- PRIME CAUSES OF COLLISIONS 8

WHERE DID THE COLLISIONS OCCUR? 9
- URBAN COLLISIONS 10
- RURAL COLLISIONS 10

WHEN DID THE COLLISIONS OCCUR? 11
- COLLISIONS DURING 1982 HOLIDAYS 12
- COLLISION OCCURRENCE BY TIME PERIODS 12
- MONTH OF COLLISION OCCURRENCE 21
- DAY OF COLLISION OCCURRENCE 21

WHO WERE THE PEOPLE INVOLVED? 14
- AGE AND SEX OF DRIVERS INVOLVED IN COLLISIONS 15

WHO WERE THE VICTIMS? 16
- TRAFFIC FATALITIES 16
- TRAFFIC INJURIES 16
- AGE OF CASUALTIES 17

SPECIAL ROAD USER CLASS 18
- PEDESTRIANS 18
- MOTORCYCLISTS 19
- TRACTOR TRAILER DRIVERS 20

WHAT ABOUT DRINKING AND DRIVING? 21
- ALL COLLISIONS 21
- FATAL COLLISIONS 22
- INJURY COLLISIONS 22
- PROPERTY DAMAGE COLLISIONS 22

WHAT ABOUT SEAT BELTS? 23
- RESTRAINT USAGE RATE BY AGE OF COLLISION INVOLVED OCCUPANTS 23

SUMMARY 24

WHAT HAPPENED ON ALBERTA'S ROADWAYS IN 1982?

During 1982...

- 502 people were killed as a result of traffic collisions
- 21,691 people were injured in traffic collisions
- a total of 99,654 collisions occurred
- 84,629 or 84.9% of these collisions involved property damage only

On Average...

- one traffic fatality occurred every 17 hours and 30 minutes
- one non-fatal traffic injury was reported every 24 minutes
- one traffic collision was reported every 5 minutes

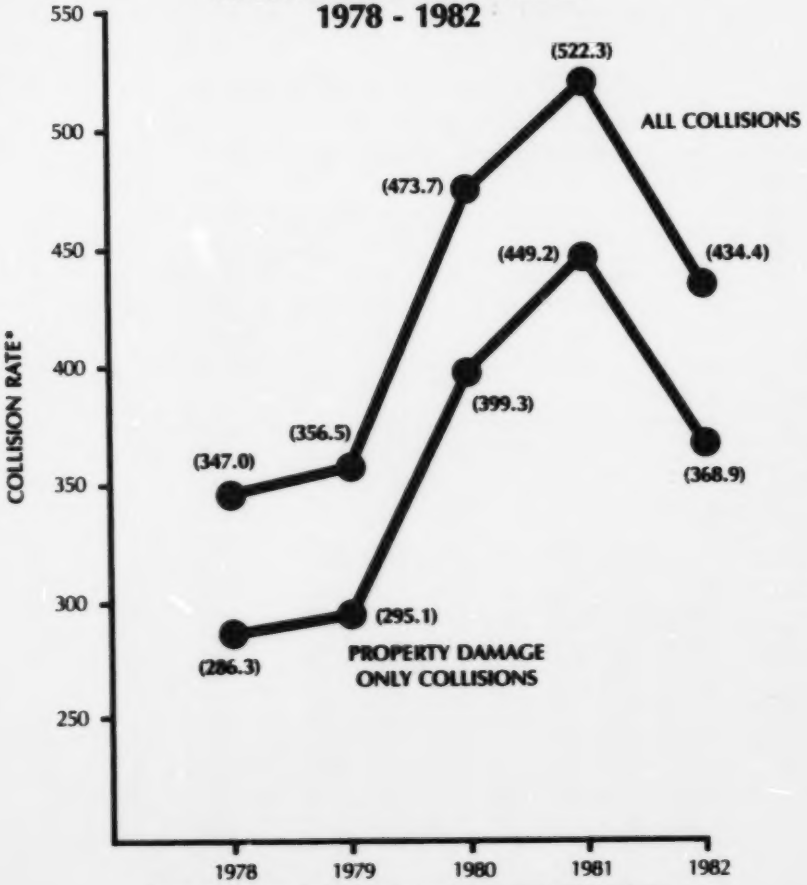
Every Day...

- at least one life was lost in a traffic collision
- 59 people were injured
- 273 traffic collisions were reported

Looking Back...

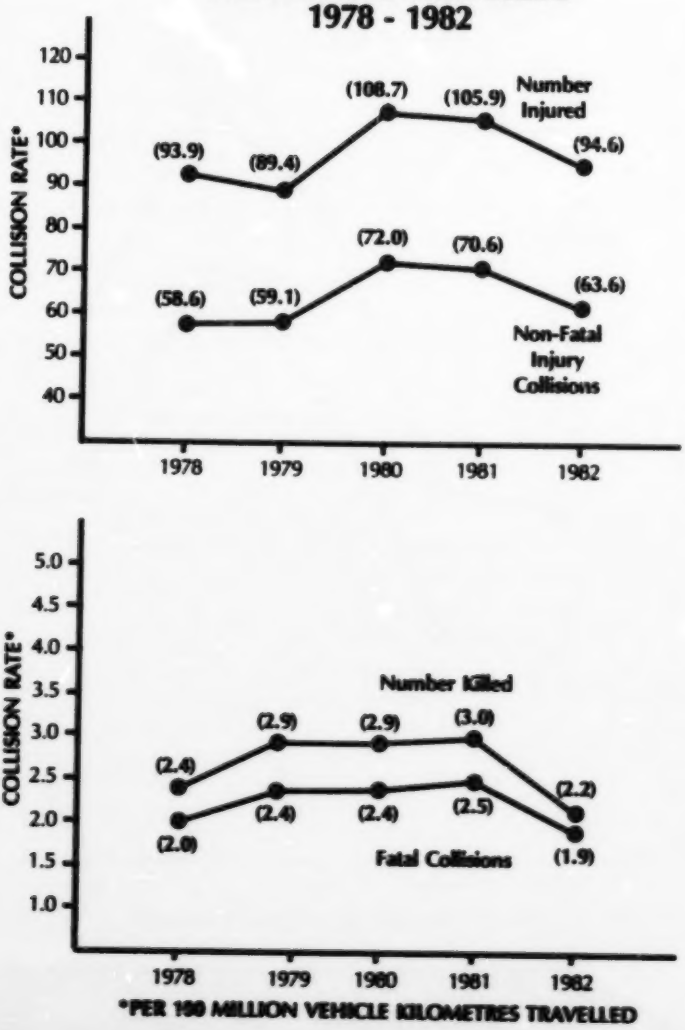
- fatality rates have decreased sharply over the past year
- in fact, there were fewer fatalities in Alberta in 1982 than in any other year since 1972
- non-fatal injury collision rates have also decreased over the past year
- property damage collision rates also decreased over the past year

COLLISION RATE PER 100 MILLION VEHICLE KILOMETRES TRAVELLED 1978 - 1982



*PER 100 MILLION VEHICLE KILOMETRES TRAVELLED

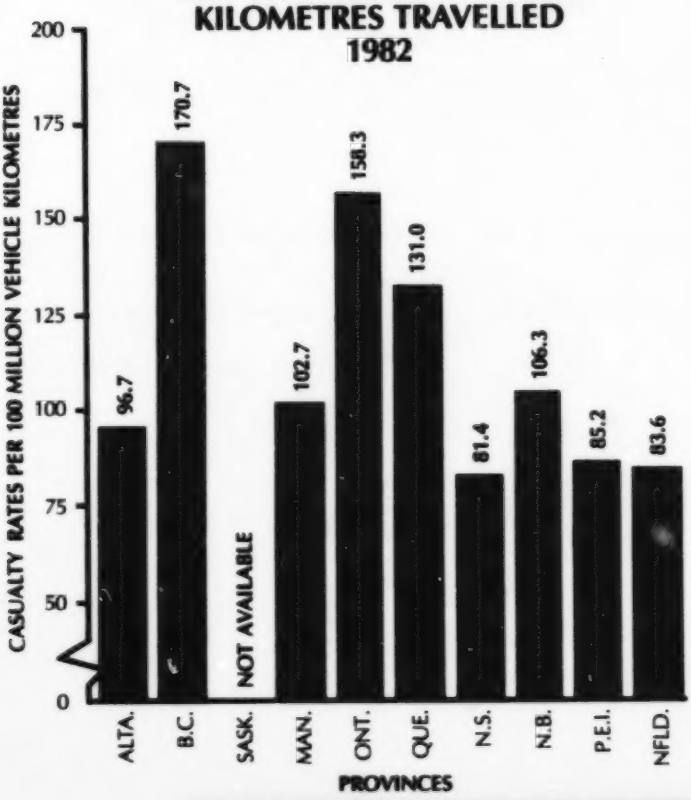
COLLISION RATE PER 100 MILLION VEHICLE KILOMETRES TRAVELLED 1978 - 1982



HOW DOES ALBERTA COMPARE TO OTHER PROVINCES?

- measured in terms of estimated vehicle kilometres travelled, Alberta ranked as having the sixth highest casualty rate.

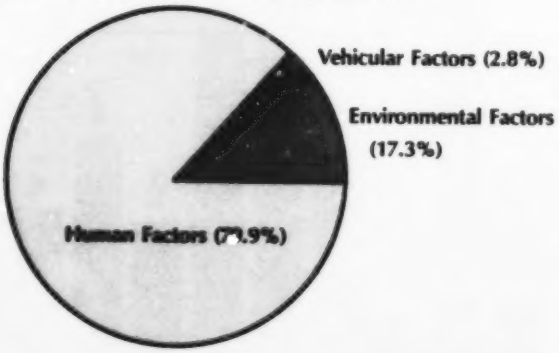
PROVINCIAL CASUALTY RATES PER 100 MILLION VEHICLE KILOMETRES TRAVELLED 1982



WHY DID THE COLLISIONS OCCUR?

- driver error or misjudgement caused 79.9% of all traffic collisions
- losing control was the most frequent driver action contributing to a collision
- other driver-errors involved were: following too close; backing unsafely; left turn; failing to yield right-of-way; failing to change lanes safely; unsafe speed and ignoring traffic control devices
- environmental factors such as weather or animal actions were involved in 17.3% of collisions
- vehicle factors such as defective brakes, tires, and obscured vision were reported in 2.8% of collisions

PRIME CAUSES OF COLLISIONS



WHERE DID THE COLLISIONS OCCUR?

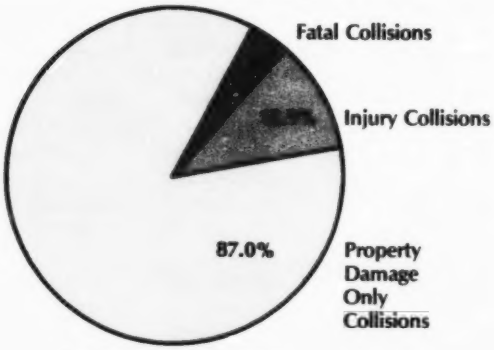
- 81.9% of serious collisions - causing injury or death - occurred on straight sections of roadway. Collisions which did occur on curved stretches of roadway were likely to cause more serious injuries or death
- chances of death or injury were high for collisions at or near an access road, a crossover on a divided highway or at a railway crossing
- 66.9% of fatal crashes occurred in rural areas with 70.2% of non-fatal injury collisions occurring in urban centres
- 13% of all urban collisions resulted in injury or death while 24.1% of all rural collisions caused injury or death

ALBERTA TRAFFIC COLLISION FACTS

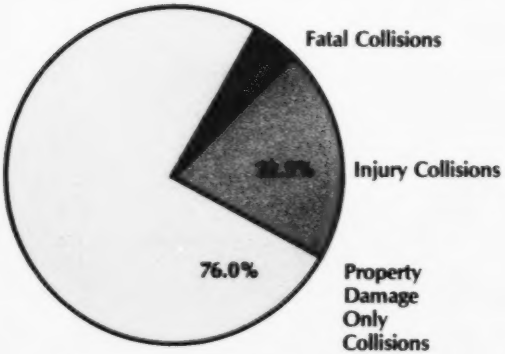
1982

Alberta

URBAN/RURAL



URBAN COLLISIONS



RURAL COLLISIONS

WHEN DID THE COLLISIONS OCCUR?

- the majority occurred during clear weather conditions
- the highest number of collisions occurred in January
- the holiday weekends of Labour Day, Thanksgiving Day, Victoria Day and August 1st experienced more collisions than holiday weekends at other times of the year
- the greatest number of collisions occurred during afternoon rush hour
- chances of injury or death were highest during late evening and early morning collisions
- Friday and Saturday were the most collision-prone days
- collisions on Sunday had the highest probability of resulting in death or injury

COLLISIONS DURING 1982 HOLIDAYS

Holiday	Number Killed	Number Injured	Total Number of Collisions
New Year's Day (January 1)	0	37	315
Easter (April 1-5)	3	108	730
Victoria Day (May 20-24)	7	188	888
Canada Day (July 1)	2	46	236
August 1st Weekend (July 30-August 2)	8	181	896
Labour Day (September 2-6)	10	208	928
Thanksgiving (October 7-11)	6	189	903
Remembrance Day (November 11)	0	37	358
Christmas (December 23-27)	9	123	885

COLLISION OCCURRENCE BY TIME PERIODS 1982

Time Period	Total No.	%
11:00 P.M. - 2:59 A.M.	11635	11.7
3:00 A.M. - 6:59 A.M.	4528	4.5
7:00 A.M. - 10:59 A.M.	15934	16.0
11:00 A.M. - 2:59 P.M.	22439	22.5
3:00 P.M. - 6:59 P.M.	27179	27.3
7:00 P.M. - 10:59 P.M.	16010	16.1
Unspecified	1929	1.9
TOTAL	**99654**	**100.0**

MONTH OF COLLISION OCCURRENCE

1982

	TOTAL No.	%
January	12377	12.4
February	9635	9.7
March	10207	10.2
April	7033	7.1
May	6910	6.9
June	7443	7.5
July	7351	7.4
August	6868	6.9
September	6912	6.9
October	7558	7.6
November	9143	9.2
December	8217	8.2
TOTAL	**99654**	**100.0**

DAY OF COLLISION OCCURRENCE

1982

	TOTAL No.	%
Monday	12711	12.7
Tuesday	13740	13.8
Wednesday	13576	13.6
Thursday	14374	14.4
Friday	17797	17.9
Saturday	16106	16.2
Sunday	11350	11.4
TOTAL	**99654**	**100.0**

WHO WERE THE PEOPLE INVOLVED?

In 1982, the overall collision rate per 1,000 licensed drivers revealed...

- of drivers involved in collisions, males greatly outnumbered females
- male drivers, 16 to 19 years of age, were involved in 10.4% of traffic collisions. But they were proportionately more likely to be involved in a crash than any other age group
- of every thousand 16 and 17 year-old drivers, 187 were involved in traffic collisions
- of every thousand 18 and 19 year-old drivers, 211 were involved in collisions
- the next age group most likely to be involved, proportionately, in a collision was 20 to 24 year olds. Out of every thousand of these drivers, 142 were involved in crashes.
- drivers over age 65 were least likely to be involved in a collision

AGE AND SEX OF DRIVERS INVOLVED IN COLLISIONS:

Collision Rate Per 1,000 Licensed Drivers
1982

WHO WERE THE VICTIMS?

TRAFFIC FATALITIES

- 248 (49.7%) Drivers
- 140 (28.1%) Passengers
- 65 (13.0%) Pedestrians
- 4 (0.8%) Bicyclists
- 42 (8.4%) Motorcyclists
- 3 (0.6%) Snowmobile Operators

TRAFFIC INJURIES

- 10801 (51.3%) Drivers
- 7444 (35.3%) Passengers
- 1451 (5.6%) Pedestrians
- 428 (2.0%) Bicyclists
- 1217 (5.8%) Motorcyclists
- 350 (1.6%) Not stated

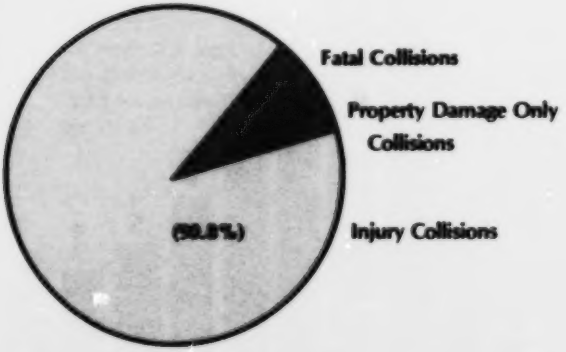
- injury rates per population were highest for persons between the ages of 15 and 24
- the lowest casualty rates were recorded for young children (under 9 years of age) and people over the age of 65

AGE OF CASUALTIES COLLISION RATE PER 10,000 POPULATION 1982

SPECIAL ROAD USER CLASS

Pedestrians...

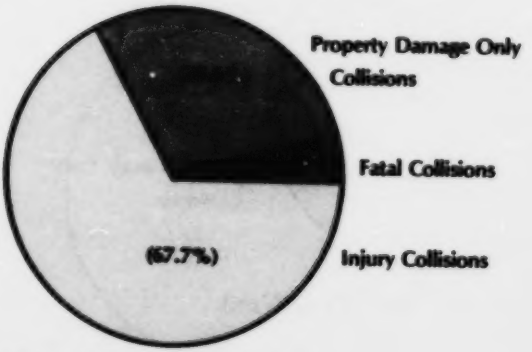
- 65 pedestrians were killed and 1,451 were injured during 1982
- based on involvement rate per 10,000 population young pedestrians (under 19) and old pedestrians (over 65) were most likely to be involved in a collision
- the majority of pedestrian collisions occurred where no traffic control device was present
- over 22% of the pedestrian collisions were caused as a result of either the pedestrian running into the road or crossing in the middle of the road
- most pedestrian collisions occurred in the afternoon and under daylight conditions



PEDESTRIAN COLLISIONS

Motorcyclists...

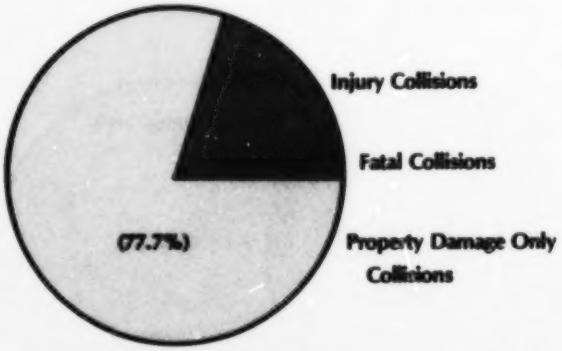
- driver errors or misjudgements were contributory factors for approximately half of the motorcyclists involved in collisions
- the most prevalent errors involved loss of control; unsafe speed; failing to yield right-of-way and following too closely
- 17.2% of motorcycle drivers had consumed alcohol before the crash
- environmental and vehicular factors played a minor contributory role in collisions involving motorcycles
- male motorcycle drivers under the age of 25 (especially 16 to 17 year olds) were the most likely age group to be involved in collisions



MOTORCYCLE COLLISIONS

Tractor Trailer Drivers...

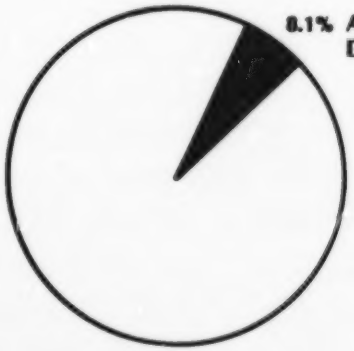
- driver errors or misjudgements were contributory factors for approximately one-third of the tractor trailer drivers involved in collisions
- driver conditions (including alcohol impairment) were contributory factors for only 2.8% of the drivers involved
- environmental factors and vehicular factors were involved in approximately 31.8% and 10.5% of these collisions, respectively



TRACTOR TRAILER COLLISIONS

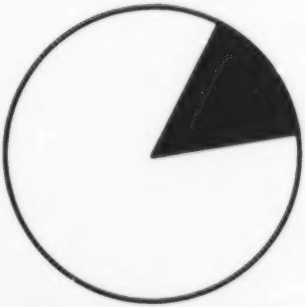
WHAT ABOUT DRINKING AND DRIVING?

- alcohol greatly increases the severity of the collision
- of drivers involved in fatal collisions 30.4% had consumed alcohol before the crash, while 14.7% of drivers involved in injury collisions had consumed alcohol and 6.5% of drivers involved in property damage only crashes had been drinking prior to their crash
- 8.1% of all drivers in traffic collisions had consumed alcohol prior to the crash
- a higher proportion of the collision involved drivers, 18 and 19 years of age had consumed alcohol. After age 30, alcohol consumption sharply decreased for both male and female drivers

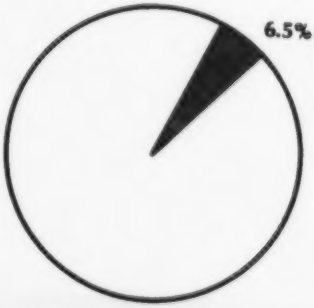


ALL COLLISIONS

FATAL COLLISIONS



INJURY COLLISIONS

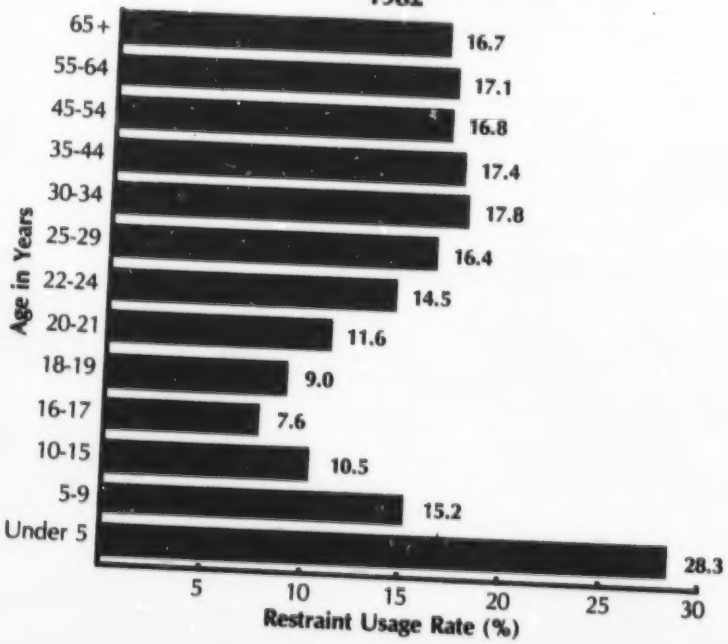


PROPERTY DAMAGE ONLY
COLLISIONS

WHAT ABOUT SEAT BELTS?

- a person **not** wearing a seat belt is three times more likely to be killed and one and a half times more likely to be injured than a person wearing a seat belt in a traffic collision.
- only 14.7% of people involved in collisions were buckled up
- children under 5 years of age were more likely to be in an occupant restraint device while the 15 to 21 year group was least likely

RESTRAINT USAGE RATE BY AGE OF COLLISION INVOLVED OCCUPANTS 1982



SUMMARY

- human error causes the vast majority of collisions
- weekend and rush hour driving are peak crash periods
- collisions occur most frequently during clear daytime conditions
- using seat belts reduces the chance of being killed or injured
- alcohol consumption before a crash increases the chance of being injured or killed
- male drivers between 16 and 19 years of age are proportionately more likely to be involved in a collision than any other age group
- rural collisions are usually more serious than urban collisions

TRANSPORTATION
Transportation Safety Branch
Planning and Administration

POOR

QUALITY

ORIGINAL